

IN THE SPECIFICATION:

Paragraph beginning at page 1, line 22 has been amended as follows:

Incidentally, an attempt at using special supporting members to support hydraulic damper mechanisms causes a problem in that the number of components involved is increased. Then, to cope with this problem, an attempt at using a head cover to support the hydraulic damper mechanisms causes problems that the fixing rigidity is deteriorated and that a dimension of an engine in a height direction is increased. In addition, an attempt at using a cylinder head to support the hydraulic damper mechanisms causes problems in that the dimension of the engine ~~in the engine~~ in the height direction is increased and that the working of the cylinder head becomes complicated ~~due to because of~~ oil passages which communicate with the hydraulic damper mechanisms having to be formed.

Paragraph beginning at page 2, line 13 has been amended as follows:

The present invention was made in view of the above situations and an object thereof is to provide a means for supporting the hydraulic damper mechanisms of the engine valve train in a strong and compact ~~fashions~~ manner.

Paragraph beginning at page 3, line 6 has been amended as follows:

According to the construction, the hydraulic damper mechanism is adapted for absorbing the impact generated by the inlet valve, when the inlet valve is released from being held by the

electromagnetic actuator mechanism so as to be restored to a closed state and then seated, and is supported on the camshaft holder. Therefore, it is not only the necessity of a special support member obviated to thereby reduce the number of components involved, but also that oil passages which communicate with the hydraulic damper mechanisms can be formed in the camshaft holder to thereby facilitate the working of the cylinder head. In addition, when compared with the case where the hydraulic damper mechanisms are mounted on the head cover, the fixing rigidity can be enhanced, and the dimension of the engine in the height direction can be reduced. Furthermore, when compared with the case where the hydraulic damper mechanisms are mounted on the cylinder head, the cylinder head can be made smaller in size.

Paragraph beginning at page 10, line 25 has been amended as

The coupling and decoupling mechanism 41 includes pin holes 30a, 31a formed coaxially in the primary and secondary inlet rocker arms 30, 31, a primary pin 42 adapted for slidably fitting in the pin hole 30a in the primary inlet rocker arm 30, a secondary pin 43 adapted for slidably fitting in the pin hole 31a in the secondary inlet rocker arm 31, a return spring 44 for biasing the primary pin 42 towards the secondary pin 43 and an oil chamber 45 formed in a face of an end of the secondary pin 43 which is opposite to an end thereof which faces the primary pin 42, and the oil chamber 45 normally communicates with an oil passage 28a formed in the interior of the inlet rocker arm shaft 28 via oil holes 28b, [[31b]] 30b which are formed in the inlet rocker arm shaft 28 and the secondary inlet rocker arm 31, respectively.

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Paragraph beginning at page 11, line 15 has been amended as follows:

Consequently, when a command is given from a control device, not shown, to supply a hydraulic pressure to the oil chamber 45 via the oil passage 28a in the inlet rocker arm shaft 28, the oil hole 28b in the inlet rocker arm shaft 28 and the oil hole [[31b]] 30b in the secondary inlet rocker arm 31, the primary and secondary pins 42, 43 move against a spring-back force of the return spring 44. As shown in FIG. 2, the secondary pin 43 straddles both the pin holes 30a, 31a, whereby the primary and secondary inlet rocker arms 30, 31 are coupled together so as to rock together. In contrast, when the hydraulic pressure so supplied to the oil chamber 45 is vented, the primary and secondary pins 42, 43 are pushed back by virtue of the spring-back force of the return spring 44. The primary and secondary pins 42, 43 so pushed back are then accommodated in the pin holes 30a, 31a in the primary and secondary inlet rocker arms 30, 31, respectively, whereby the primary and secondary inlet rocker arms 30, 31 are decoupled separately so as to rock independently.

Paragraph beginning at page 31, line 15 has been amended as follows:

Then, when the coil 71 is shifted from the magnetized state to the demagnetized state in order to release the inlet valve 21 from being held open, the inlet valve 21 is caused to close by virtue of the spring-back force of the inlet valve spring 23. As this occurs, the hydraulic damper 63 is activated to function to prevent the inlet valve 21 from being seated into the inlet valve hole 19 with an impact. Namely, when the holding rod 74 is pushed up by the stem end 21a of the

closing inlet valve 21, the piston 92 of the hydraulic damper mechanism 63 which is pushed by the holding rod 74 is pushed up from a lowered position in FIG. 6 to the lifted position in FIG. 1. When the piston 92 is raised within the cylinder 91, the volume of the oil chamber 93 above the piston 92 is reduced. Although a hydraulic pressure is supplied to the oil chamber 93 via an entrance side check valve which is opened while the piston 92 stays at the lowered position, when the volume of the oil chamber 93 decreases as the piston 92 rises, the entrance side check valve closes, and oil within the oil chamber 93 is discharged by opening an [[exist]] exhaust side check valve. As this occurs, the oil within the oil chamber 93 passes through the orifices 94 . . . in the wall surface of the cylinder 91 and the orifices 92a . . . in the piston 92, whereby a hydraulic damping or shock absorbing force is generated which prevents the inlet valve 12 from being seated into the inlet valve hole 19 with an impact.

Paragraph beginning at page 33, line 6 has been amended as follows:

Thus, since the hydraulic damper mechanism 63 and the armature fixing mechanisms 64, 64 are provided in the interior of the camshaft holder 13, not only can the height-wise dimension of the engine E be reduced but also the necessity of special supporting members for supporting those mechanisms can be obviated to thereby reduce the number of components involved. In addition, the working of the cylinder head 12 can be facilitated by forming oil passages communicating with the hydraulic damping mechanism 63 and the armature fixing mechanisms 64, 64 in the camshaft holder 13. Furthermore, when compared with the case where the hydraulic

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damper mechanism 63 and the armature fixing mechanisms 64, 64 are mounted on the head cover, the fixing rigidity can be enhanced and the height-wise dimension of the engine E can be reduced. Additionally, when compared with the case where those mechanisms are mounted on the cylinder head, the cylinder head [[2]] 12 can be made smaller in size. In particular, since the hydraulic damper mechanisms 63 are provided at the highly rigid connecting portions of the integrated camshaft holder (namely, portions connecting journal supporting portions where the journals of the camshaft 27 are supported), the fixing rigidity of the hydraulic damper 63 can be enhanced.

Paragraph beginning at page 34, line 13 has been amended as follows:

Thus, according to the first aspect of the present invention, [[since]] because the hydraulic damper mechanism adapted for absorbing the impact generated by the inlet valve when the inlet valve is released from being held by the electromagnetic actuator mechanism so as to be restored to a closed state and is then seated is supported on the camshaft holder, not only is the necessity of a special support member obviated to thereby reduce the number of components involved but also oil passages which communicate with the hydraulic damper mechanisms can be formed in the camshaft holder to thereby facilitate the working of the cylinder head. In addition, when compared with the case where the hydraulic damper mechanisms are mounted on the head cover, the fixing rigidity can be enhanced, and the dimension of the engine in the height direction can be

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reduced. Furthermore, when compared with the case where the hydraulic damper mechanisms are mounted on the cylinder head, the cylinder head can be made smaller in size.